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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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1. In the Gdansk (Danzig) area port workers are employed by the following establishments (listed according to descending numbers of persons employed):

Stocznia Gdanska (Gdansk Shipyard)
Stocznia Polnocna (Northern Shipyard)
Zarząd Portu Gdynia-Gdansk (ZPGG) (Gdynia-Gdansk Port Authority)
Państwowe Przedsiębiorstwo Robot Czerpalnych i Podwodnych (P.R.C. i P.) (State Enterprise for Dredging and Underwater Work)
Polska Agencja Drzewna (Paged) (Polish Timber Agency)
Centrala Ogrodnicza (Market Gardening Center)
Centrala Zielarska (Herbal Center)
Przedsiębiorstwo Importowo-Exportowe Zboż (Grain Import-Export)
Centrala Przemysłu Naftowego (CPN) (Oil Industry Center)
Przedsiębiorstwo Budowlane i Montażowe (Building and Assembly Enterprise)
P.K.P. (Polish State Railroads) and P.K.S. (State Motor Transport)
Baltona
Oddział Nawigacyjny (Navigation Department)
GUM (Central Maritime Office) and WOP (Military Border Guard)

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The loading and unloading of cargoes belongs in principle to the ZPGG which is also in charge of other functions (port administration, port-pilotage, towing, mooring, overhaul of lesser floating units to order, etc.).

2. The number of skilled workers who were employed before the war and who have some sort of home of their own is very small indeed. A small percentage of those who apply for work are workers and clerks from other places of employment who thus earn extra money by working on Sundays, holidays and days which are free from basic work. The overwhelming number of the dockers come from rural communities, mostly from among people re-settled from provinces beyond the river Bug and the eastern voivodships now under Soviet occupation.
3. In the autumn of 1952 the ZPGG and the shipyards, handicapped by a shortage of manpower (failure to fulfill targets and the reflux of manpower to other enterprises) launched a mass campaign for recruiting workers, mainly from the province of Lublin. This campaign is to go on until at least the autumn of 1953 and is to be extended to the less industrialized regions of Poland. The interested enterprises concerned send their recruiting agents out into the field. The recruiting campaign resulted in about 5,000 workers arriving during the period up to March 1953. The newly arrived element consisted of young country people, who were rather backward and unsuited for technical jobs. The overwhelming majority of the newly recruited workers are of the type of unsettled tramps who come to the towns to "hibernate" or simply in order to get about the country. This contention is borne out by numerous instances of rowdiness (awanturnictwo) and by successful petty cheating (naclaganie) of employers. For example a newly recruited worker takes off and hides his boots and reports to the office that he has no footwear in which to go to work. There are frequent arrests.
4. As a rule newly recruited workers are housed in dormitories, workers' billets, and hostels, in the port and in nearby localities. The recruiting campaign and the lack of sufficient and proper housing have led to an outbreak of typhus. The sanitary authorities than launched an energetic delousing campaign and made the existing regulations concerning treatment of new arrivals more severe (preliminary sanitary inspection before placing in hostels, etc.) The action taken by the sanitary authorities was largely hampered by the restrictions imposed by the UB (Security Police) which argued that the newly recruited workers should not be discouraged by sanitary measures because this might paralyze the results of recruitment. Due to the lack of DDT, a substance known as Azotoks, made in Poland and completely harmless to lice, was used to combat the plague.
5. The lack of adequate accommodations forced the ZPGG and the shipyards to start feverishly building temporary hutment billets. The living conditions in the ordinary workers' hostels and billets are fairly decent, if one does not take into account the overcrowding, which is officially called "zageszczenie" (condensation of housing) and is prevalent all over the country. Wash basins and showers are in sufficient numbers and in decent condition. They are, however, rarely and unwillingly used by the inmates owing to their comparatively low level of education in matters of hygiene.
6. Great difficulties are placed in the way of dockers who wish to be released from their jobs in the port. Only in exceptional cases are dockers released on their own request and practically the only acceptable reason for release is illness and the necessity for a change of climate, a ruling which must be made by the port doctor.
7. Dockers use shop-canteens and canteens (stolowki) run by the G.Z.S. (Gdanskie Zaklady Spozycze) by Workers' Supply Sections and also coffee shops (rozlewnie kawy). The supply points are placed inside and near to the port area, and are also attached to

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workers' hostels and billets. Meals are issued in canteens but have a low caloric content (main meals approximately 800 to 900 calories). Raw foodstuffs are often supplied to the canteens under unhygienic conditions and are of poor quality. Moreover, canteens have no amenities for storing food on the spot. This causes periodical outbreaks of individual or mass food poisoning. Thus, for example, there was a serious outbreak of food poisoning in the summer of 1952 in the canteens attached to the Gdansk and to the Northern Shipyards on ul. Sadowa. Several score of seriously poisoned patients were taken to a hospital nearby (III Klinika AMG) on ul. Lakowa.

8. There were no cases of food poisoning within the area of the port proper due to the efficient working of the Port Sanitation authorities. Frequently, sometimes due to the merest accident, mass outbreaks of food poisoning were prevented at the very last moment.
9. Workers residing in distant billets or workers' hostels are transported to their place of employment by trucks adapted for the transport of people. Dockers living individually and travelling by streetcar or by train are issued season cards or tickets, the price of which is moderate. Within the port itself dockers are transported from one place to another by boat or by car.
10. According to the existing system of passes port workers may be divided into the following groups: those working only on shore, and those authorized to go on board ships. Both groups are transferred, usually without previous notice, from one part of the port to another. The lack of proper preliminary training gives rise to a fairly large rate of accidents and to the damaging of mechanical installations.
11. On the suggestion of a port doctor a docker may be transferred, for reasons of health, to lighter work, to work without dust, etc.
12. Crane operators are usually German or Germanized Kashubians. Recently the training of new crane operators was begun. The number of candidates admitted after medical examinations is about twenty.
13. There is practically no safeguarding of dockers against infectious diseases which might be brought by ships from foreign ports. The authorities which have the facilities to see to it neglect this problem so no measures are taken against contagion with trichinosis, black pest (dzuma gruczolowa), or typhus. Similarly the B.H. i P. (Bezpieczenstwo i Hygiena Pracy- Labor Protection and Hygiene) in the various sections of the port lack the necessary protective clothing, gloves, glasses, etc.
14. The enforced extension of working time from 8 to 12 hours a day in the spring and summer of 1952 led to a dockers' strike which lasted for several days.¹ Fire service personnel and SP (Service to Poland) youth units were on this occasion brought in to deal with work in the coal and ore yards. After putting down the strike only SP units were left in the port to carry on urgent loading work for the Market Gardening Center.
15. Dockers' wages depend on the fulfillment of norms. A non-skilled worker earns an average of 900 to 1,200 zloty per month.
16. Port workers may avail themselves of two separate kinds of medical treatment the organization of which is interdependent. They may go for treatment to the Health Center in their place of residence or to the P.O.L. (Portowy Obwod Lecznicy- Port Medical Surgery). The majority use the P.O.L. because it is more efficient and its medical service is better. Because of these two separate organizations it is possible

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for a worker to secure double medical certificates for absence from work. A worker "in the know" can avoid work for a longer time than that laid down in the Decree on Discipline of Work.

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17. The general state of health among port workers, established from an analysis of doctors' admissions to surgery in P.O.L. [REDACTED] is barely adequate. There is a great deal of TB, fibrositis, and muscular arthritis, under-nourishment and emaciation, septic conditions, stomach ulcers, and dental caries, etc.
18. Despite much infiltration by the UB, dockers frequently voice their negative attitude towards their employers, even though such utterances are regarded as anti-regime. This occurs often at production and party meetings and is also manifested by attempts at strikes. In private conversations workers admit their antagonism toward the regime in Poland which they regard as temporary. Their political views are, with few exceptions, based on economic rather than political considerations. [REDACTED]

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